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# SENATE CONCURRENT RESOLUTION

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REQUESTING THE DEPARTMENT OF TRANSPORTATION TO ADOPT RULES TO  
ENCOURAGE TAXIS TO USE HIGH EFFICIENCY VEHICLES, INCLUDING  
HYBRID ELECTRIC VEHICLES, AT HONOLULU INTERNATIONAL  
AIRPORT.

1 WHEREAS, the State of Hawai'i and the United States  
2 Department of Energy established the Hawai'i Clean Energy  
3 Initiative designed to accelerate the transformation of Hawai'i  
4 into one of the world's first economies based primarily on clean  
5 energy resources; and  
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7 WHEREAS, the Hawai'i Clean Energy Initiative's stated goal  
8 is to achieve seventy percent clean energy by 2030, with thirty  
9 percent from efficiency measures, and forty percent from locally  
10 generated renewable sources; and  
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12 WHEREAS, the Hawai'i Clean Energy Initiative recognizes that  
13 transportation accounts for more than sixty percent of the  
14 energy consumed in Hawai'i; and  
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16 WHEREAS, the Hawai'i Clean Energy Initiative's overall goal  
17 for the transportation sector is to reduce consumption of  
18 petroleum in ground transportation by seventy percent, or  
19 approximately 385 million gallons per year, by 2030; and  
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21 WHEREAS, the United States Department of Energy's Office of  
22 Energy Efficiency and Renewable Energy established and  
23 administers the Honolulu Clean Cities Coalition, a non-profit  
24 voluntary government and industry partnership, designed to  
25 achieve a cleaner environment in Hawai'i and reduce dependence on  
26 imported oil by increasing the use of alternative fuels and  
27 alternative fuel vehicles; and  
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29 WHEREAS, SustainableHNL is the first airport sustainability  
30 initiative and pilot for the airport system sustainability



1 program of the Department of Transportation Airport Division  
2 (Airport Division); and  
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4 WHEREAS, SustainableHNL, in its efforts to align the  
5 Airport Division's commitment to airport sustainability with  
6 local initiatives and legislation, has identified four major  
7 elements or areas of focus: carbon, water, waste, and energy;  
8 and  
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10 WHEREAS, the Airport Division recognizes that as the main  
11 leaseholder, it can significantly influence users of Honolulu  
12 International Airport facilities through the development of  
13 sustainability initiatives and policies; and  
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15 WHEREAS, the Airport Division has found that ground access  
16 vehicles, including public passenger vehicles and taxis, and  
17 other forms of non-renewable fossil fuel based transportation  
18 that travel between Honolulu International Airport and the rest  
19 of Oahu, account for approximately 18,182 million metric tons of  
20 carbon dioxide equivalent (mtCO<sub>2</sub>e), or 21.58 percent, of  
21 Honolulu International Airport's total emissions of carbon; and  
22

23 WHEREAS, other jurisdictions such as the City of San  
24 Francisco with 1,500 taxis have similarly found that the taxi  
25 industry is a major user of non-renewable fossil fuels and a  
26 major emitter of carbon dioxide, emitting 75,000 mtCO<sub>2</sub>e per  
27 year; and  
28

29 WHEREAS, in 1999, San Francisco initiated policies and  
30 regulations, including subsidies and priority at airport taxi  
31 stands, to increase the use of high efficiency vehicles by the  
32 taxi industry; and  
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34 WHEREAS, San Francisco has reported that as of March 2012,  
35 ninety percent of its taxi fleet consisted of clean cabs  
36 (eighty-five percent hybrid electric vehicles and five percent  
37 compressed natural gas), resulting in an annual greenhouse gas  
38 reduction of 35,000 mtCO<sub>2</sub>e; and  
39

40 WHEREAS, San Diego International Airport in 2011 launched  
41 an airport clean cab program of subsidies and priority at  
42 airport taxi stands that resulted in a thirty percent adoption  
43 rate of hybrid electric vehicles (117 hybrid electric vehicle  
44 cabs) among all cabs serving the airport in just ten months,



1 resulting in an annual greenhouse gas reduction of 2,736 mtCO<sub>2</sub>e  
2 with each hybrid electric vehicle producing sixty-two percent  
3 less greenhouse gas than the typical airport taxi vehicle, a  
4 2008 Ford Crown Victoria; and  
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6 WHEREAS, the City of Boston in 2009, through the assistance  
7 of the United States Department of Energy's Office of Energy  
8 Efficiency and Renewable Energy, launched Boston's ClearAir CABS  
9 program of tax credits and priority airport taxi stands to  
10 incentivize the taxi industry to convert to hybrid electric  
11 vehicles in clear recognition of the environmental and tourism  
12 market benefits to Boston's overall economy; now, therefore,  
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14 BE IT RESOLVED by the Senate of the Twenty-seventh  
15 Legislature of the State of Hawai'i, Regular Session of 2013, the  
16 House of Representatives concurring, that the Department of  
17 Transportation is requested to adopt rules to encourage taxis to  
18 use high efficiency vehicles, including hybrid electric  
19 vehicles, at Honolulu International Airport; and  
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21 BE IT FURTHER RESOLVED that the Airport Division, in its  
22 effort to align its commitment to airport sustainability with  
23 local initiatives and legislation, review the rules to encourage  
24 taxi cabs servicing Honolulu International Airport to use high  
25 efficiency vehicles such as hybrid electric vehicles; and  
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27 BE IT FURTHER RESOLVED that the rules of the Department of  
28 Transportation encourage the use of high efficiency vehicles for  
29 taxi cabs at Honolulu International Airport through incentives  
30 including, among others, the establishment of a separate taxi  
31 stand for high efficiency vehicles; and  
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33 BE IT FURTHER RESOLVED that certified copies of this  
34 Concurrent Resolution be transmitted to the Governor, Director  
35 of Transportation, United States Department of Energy's Office  
36 of Energy Efficiency and Renewable Energy, Honolulu Clean Cities  
37 Coalition, and Mayor of the City and County of Honolulu.  
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